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THIS IS UNEVALUATED INFORMATION

1. Fifty-four completed hulls are being equipped in the Basen Wyposazeniowy (outfitting basin) of the United Shipyards in Gdansk. Most of these ships are being built in fulfillment of orders placed by the USSR and comprise the following types:
 - a. Motor tramps, LEWANT class (five were under construction in February, one of which is destined for Poland and the remaining four for the USSR).
 - b. Ore carriers of new type, approximately 4,000 tons.
 - c. Coal and ore carriers, SOLDEK type (six of these were being constructed in February).
 - d. Deep sea fishing trawlers.
2. The boilers for these vessels have been sent from the USSR. These boilers, though new, are rather shoddy and in many instances were found to be faulty when being fitted. They are guaranteed by the Russians only for the trial period.
3. A Metal Spraying Base (Baza Metalizacji Natryskowej) has been set up at the United Shipyards. So far, only small objects (e.g., pump crankshafts) are being coated with metal. The base is working well and is steadily being developed. It is planned to spray main crankshafts of marine engines at the base in the future. Similar work is being carried out in Warsaw and Lodz, but cannot be regarded as of importance because of the lack of competent specialists.
4. There is an acute shortage of skilled labor, especially of electricians and carpenters, and also a shortage of non-ferrous metals. As a result, the

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vessels are being completed slowly, as and when supplies of the metal come in. Final outfitting and dispatching of the ships from the yard is also rendered difficult by the frequently senseless demands of the Maritime Registration of Ships (Morski Rejestr Statkow) and lack of decision on the part of the Soviet receiving commission which works in Gdansk. When ships show various defects, the commission is unwilling to take the responsibility for accepting them, preferring to refer to higher authorities brought over from the USSR.

5. The managements of both the Gdansk and Gdynia shipyards are viewing with anxiety the workers' open boycott of all orders to increase output and efficiency. Warsaw is constantly pressing for increased production to save the Six Year Plan, which threatens to break down completely. The managements consider, however, that the workers' dissatisfaction can be attributed to the steadily deteriorating living conditions and the food shortages. In order to overcome the shortage of labor and to save the production program from complete breakdown, enlisted men who have finished their service in the Polish Navy are now being forcibly directed to work at the Gdynia and Gdansk shipyards.
6. The Wroclaw (Breslau) shipyard on the Odra (Oder) river is engaged in the construction of new standard steel barges, commonly known as Wroclawki.

Length	57 m.
Beam	8 m.
Height	1.8 m.
Thickness of steel sheets	6 mm.

The Gdynia Port Administration has already received three such barges, which soon after arrival at Gdynia were directed to the naval basin at Hel.

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